

THE DOLPHIN.

The Reasons for its Selection by the Executive.

WASHINGTON, June 18.—The report of the advisory board to Secretary Whitney upon its findings in connection with the trials of the Dolphin covers much the same ground as that traversed in the Secretary's letter to the Attorney General though treating the subject more fully. The points of interest in it aside from those given from the letter are subjoined: The board states that the ground covered by the first—has the Dolphin been constructed in accordance with the terms of the contract between John Roach and the Government? Second—what defects, if any, whether of plan or execution are apparent in the Dolphin from such an examination as can now be made in her present completed state? Third—what matters can be determined and what matters are incapable of determination in the completed ship? The board states the difficulty, in fact the impossibility, of making a full examination of a completed ship in which a large share of the work is covered up, without the expenditure of a considerable sum of money in opening up the work, and proceeds: "The Dolphin is intended for a dispatch boat. She has and was intended to have little offensive power; reliable speed is therefore her first and greatest requisite for usefulness."

MUST POSSESS THIS QUALITY. In all weather and under all conditions at sea. The law authorizing the construction of the Dolphin provided for a sea speed of fifteen knots an hour. It is not possible to have the ability to make that speed continually in such weather as she may reasonably be called upon to encounter would at this time not answer the purpose of the service. That a boat of her size should possess this quality is absolutely indispensable that she should have great strength and stiffness to enable her to make the speed required under the conditions she must be prepared to meet, admits of no doubt in the opinion of the board. The Dolphin trials on the sound are then spoken of as at the rate of 15 knots, whereas, to make that speed at sea she must have gone 17 to 17½ knots. The report adds: "On the occasion referred to the vibration of the Dolphin, when subjected to only that duty and test, was very perceptible and of a character to indicate inadequate strength and stiffness. Under such circumstances the floor of the engine room was observed to spring severely and this, let it be noted, occurred when she was subjected to much less severe duty than she would be expected to encounter when actually engaged in the service for which she was intended." The board continues that this evidence of weakness was corroborated on the occasion of the second trial, when, by the weight of the additional tons of pic-nic, the vessel, so sprung as to throw her

MACHINERY OUT OF LINE and cause her after crank pin to become hot, even before the trial had actually begun. The report continues: "Wherefore the question arises, Is this structural weakness due to a fault of plan or execution, or does it proceed from both? In justice to the contractor it is proper to state that she exhibited to the board and those furnished to the contractor are meager, and by no means provide for a vessel of adequate strength for the service for which the Dolphin was intended. While it is clear that the plans are at fault, and if carried out in the best manner would not produce a vessel of sufficient strength, yet it seems to the board that the Dolphin exhibits a degree of weakness in execution of the plan which is attributed to the defective plans. Wherefore the board is of the opinion that the execution must be faulty in this regard. But it is impossible to state with exactness the degree of blame that might properly attach to the contractor in this precise respect without taking out the machinery and opening up the ship. It is asserted that no attention has been paid to the provision for an air pressure in the engine room. The question of horse power is then taken up and it is shown that on the first trial she showed 2,095; on the second her crank pin heated; on the third she showed 2,251; and on the fourth with natural draft under the boilers 1,648, whereas the contract calls for 2,300. These trials also were made

WITH MOST FAVORABLE CONDITIONS. As to water, condensation, etc. The report continues: "With regard to the general workmanship found on board the Dolphin the board is of the opinion that it does not conform to the terms of the contract and specifications in many particulars." The report closes as follows: "In submitting this report, the board feels that it can go no further in the discharge of its duty under the instructions governing its action, and it is to be regretted that so much as to the vessel's strength rests upon opinion. Nothing short of a trial at sea for some time and in rough water can satisfactorily determine her actual strength or weakness, and in the absence of such trial or test—so much to be desired—this report embodies the most that the board has been able to ascertain, but as the vessel has been on a reef in the East River, it is necessary that she should be decked and her bottom examined. When this is done the board will submit the result of such examination."

A MINE HORROR.

An Explosion in an English Mine Imprisons Many Persons.

MANCHESTER, June 18.—A terrible explosion of fire damp occurred this morning at Clifton Hill colliery, near this city. There were three hundred and fifty men in the mine at the time, one hundred and fifty of whom have been rescued. Two hundred and thirty are entombed. It is feared they are either suffocated or burned to death. Great excitement prevails. The scenes in the vicinity of the mine are heartrending. The wives, mothers and relatives are congregated near the entrances, crying, shrieking, and imploring God to save the loved ones imprisoned below.

ONE HUNDRED KILLED.

LONDON, June 18.—A dispatch from Manchester says one hundred additional men have been rescued from the mine, and one hundred have been killed.

Hard Times Ahead.

YOUNGSTOWN, O., June 19.—Present indications are that the stocks of all the rolling mills in Mahoning except one will remain smokeless perhaps all summer. McCurdy & Co., Andrews Bros. & Co., the Youngstown Mill Company, Trumbull Iron Company and the B. B. Bonnell & Co. each stated that at present they could not start the scale, and say they will remain idle for awhile. The manufacturers here who are members of the Western Iron Association have decided to withdraw from it, as they charge the Pittsburgh men with treachery and cowardice. The iron manufacturers here have secured an option to lease the Yulecan Steel Works at St. Louis.

Price of Wool.

ST. LOUIS, June 18.—A public sale of wool took place yesterday afternoon at Peper's company. The following were the sales: Twenty-seven sacks Texas, medium and fine, at 15½¢; half price for dead wool, to L. M. Summerfield; eight sacks of low medium Texas at 15½¢; and four sacks of carpets at 11¢; to the auction buyers; thirty-one sacks of fine medium Texas, very curly, at 18½¢; to R. B. Bennett; and the five sacks of fine 15½¢; one sack of dead, at 15¢; to the same firm. These wools were all of a low grade.

NATIONAL RELICS.

A Flag Awaiting Identification—Interesting Story.

WASHINGTON, June 17.—The Ordnance Corps is a United States flag at the War Department, the history of which the authorities know nothing except that it was found in the Confederate War Department and is marked with the name of the "Fifty-third Illinois Volunteer Infantry." The flag shows evident signs of hard fighting in its neighborhood, for it is pierced in many places with bullet holes, and through the starry field and in places in the silk stripes are gaping holes where pieces of shell have torn their way. There is no flag staff attached, and the folds are deeply stained with broad stripes of blood, hinting that some gallant color sergeant had torn it from the staff and folded it away in his own breast to save it from capture and had poured out his own life's blood on the flag he had sworn to defend. Perhaps this paragraph may meet the eye of some one who can tell where and how it was captured, for the War Department does not know where it was captured.

POISONED BY PAINT.

The Crew of a Norwegian Bark Suffering from Lead Poisoning.

NEW YORK, June 16.—The Norwegian bark Donner Zogaa arrived in this port on May 27, after a forty-three days' voyage from Aracaci, Brazil. The first mate, who was acting captain, and the crew of eight men, were all sick, and went to the Long Island College Hospital, in Brooklyn. One of the crew died there, and Dr. Belcher, the physician in charge, pronounced the symptoms of chronic lead poisoning. An analysis will be made of the water used by the crew of the vessel. The bark while at Copenhagen, in July, 1894, had one of the water tanks painted red, and eight days later, when the paint was supposed to be dry, it was filled with water. At Cadix, Spain, the tank was refilled, and during the subsequent trip to Rio Janeiro the captain and two of the crew were taken sick with symptoms of poisoning after drinking the water, and had to go to a hospital in that port. The water with which the tank was filled was from a stream of running water.

CHOLERA RAVAGES.

As Plague Making Fearful Headway in Spain.

MADRID, June 17.—In the province of Castellon de la Plana, yesterday, there were eighty cases of cholera and sixty deaths. Thirty thousand people have fled from Murcia, owing to the terrible dread of the disease which has taken possession of the people. In the city of Murcia alone, yesterday, there were, according to the latest returns, sixty-four new cases and thirty-nine deaths. In the province of Murcia, outside of the city, there were fifty cases and sixteen deaths. The Official Gazette confirms the statement that cholera is now raging in the provinces of Valencia, Castellon de la Plana and in the city of Madrid. The opposition newspapers deny that cholera exists in Madrid, and say that all the best doctors regarding the suspicious cases is insufficient to give a warrant for the assertion that they are cases of cholera. There were five new cases of cholera in this city yesterday and one death in the city of Valencia. There were two fresh cases, but no deaths in the province of Valencia. However, outside of the city there were forty-eight new cases and twenty-seven deaths. The city of Murcia reports forty new cases and sixteen deaths, while other parts of the province of Murcia return twelve fresh cases and four deaths.

ACCEPTED.

Lord Salisbury Accepts the Premiership and Will Form a Cabinet.

LONDON, June 17.—Lord Salisbury has definitely accepted the premiership. It is stated that Sir Stafford Northcote has accepted a peerage, leaving Sir Michael Hicks Beach to lead the Conservatives in the House of Commons. Lord Randolph Churchill will have an important position in the new cabinet, but the distribution of portfolios will not be decided until the arrival of the Queen, who is travelling with all speed. Lord Randolph Churchill agreed to the renewal of the coalition act on condition that it only be enforced if found imperative. Several Liberal ministers held an informal meeting at Gladstone's residence today to discuss the situation in response to Conservative overtures for support. Lord Randolph Churchill's action yesterday is generally attributed to fear that Lord Salisbury and other leaders would ignore his claims to office, and to a desire to retard the progress of the seats bill, in order to give a chance if possible to appeal to the old constituencies, who are more likely to support the Conservatives.

A Vessel Goes Down.

MONTREAL, June 17.—The Canada Shipping Company to-day received a dispatch from Captain J. G. Jackson of the steamer Lake Manitoba, saying that the vessel had stranded in southwest bay on Little Manitoulin or Langley Island, at 2:30 p. m. Sunday afternoon, during a fog. The vessel is likely to become a total wreck. The passengers twenty in number and the crew were saved, but lost all their effects. The steamer was 2,150 tons register, was 353 feet in length and of 4,000 horse power. She was one of the best vessels of the Canadian Shipping Company and was insured for about two-thirds of her value.

Crime in Kentucky.

LOUISVILLE, Ky., June 17.—A gentleman just returned from Knott County, Ky., reports that the Hall and Jones factions are under arms, and an engagement between them is imminent at any moment. The Hall party numbers thirty-one and the Jones gang eighteen, and all are armed with Winchester rifles, and are dressed from any of every county. Major of last week on Boone County, Perry Sherwood and Bill Hawk Sizemore, the latter one of the most noted and blood-thirsty desperadoes in the mountains, were waylaid, shot and killed by the Joneses. They both belonged to the Hall faction.

WONDERFUL FORESIGHT.

How George D. Prentice Disposed of a Phenomenal Journalist.

George D. Prentice, while editor of the Louisville Journal, was often importuned by college men who panted for a chance to send a quiver through the great reading world. A graduate, named Edwards, was so fortunate as to secure a trial on the Journal. He was a modest young man and did not claim that he could, the first week, take quite all the work of Mr. Prentice's hands, but he knew that after the first month he could take the place of the chief editor and discharge his duties in a way that would render the readers oblivious to the change. The great journalist had, by a very dear friend, been recommended to Prentice, consequently the editor was anxious that the young man should do well. During the afternoon of the third day, Edwards went into Prentice's room, and with an air of confidence began to boast of his new-paper acquirements.

"There is a great deal in the newspaper business, after all," said he.

Mr. Prentice agreed that there was a great deal in the newspaper business after all. "Yes, sir," Edwards continued, "when I was at school I used to think that a man could learn all about the whole thing in a day or two, but he can't do it. I think, though, that some men inherit a kind of insight into the journalistic profession, don't you?"

"It seems so," Mr. Prentice replied.

"Yes," Edwards resumed, "some men have a natural facility for forming the opinions of others; and, sir, the beauty of it is the natural product of journalism forms opinion so skillfully that the man who reads it swallows it and, by George, sir, thinks that he himself formed it."

"Very often the case, no doubt," rejoined Mr. Prentice.

"Now," Edwards went on, "that's what I regard as journalism. None of your slipshod business about that. I suppose, Mr. Prentice, you have observed that I have learned to say things pleasantly."

"Yes."

"That's one acquisition. Now, what next would you advise?"

"Learn something to say."

"Why I—I—" stammered Mr. Edwards, "I thought that—"

"No explanations are necessary," said Mr. Prentice. Then, turning in his chair and bestowing a quizzical look upon the upstart, the man, whose ideal postscript was sometimes a gonging pasquinade, said:

"Your insight is too clear to enable you to become a journalist!"

"How so?"

"Why, you see through the whole thing. You can look into the business of a newspaper like a prophet could look into the future. This, in fact, must render the business distasteful to you, for, as all strollers will tell you, the most pleasant road to traverse is the one that offers the largest number of surprises—a glimpse of shining water, a moment's view of rich landscape. Therefore, I would advise you to give up the newspaper business, for it will undoubtedly become distasteful. If a monotonous path too often goes over, I know that it would be a struggle to tear yourself away now, but you should make the sacrifice. You owe it to your father, your mother, your creditors."

The young man, with his head inclined forward, had listened attentively.

"Looking up, he said to himself: 'I know there is much truth in what you say, Mr. Prentice, but I have given so much thought to this business, that now, to throw it aside and engage in something else would be changing the course of a life—would be like changing the channel of a mighty river. Edwards smiled at his troubled breast, lifted up his mustache, put a finger on each side of his mouth and missed the spittoon about six inches."

"I foresee the struggle," said Mr. Prentice, "but because a struggle is foreseen is no reason that it should be avoided. Life is a struggle."

"But, Mr. Prentice, what would you advise me to do?"

"Your foresight prompts me to suggest the advisability of running a Government. I don't know anything about the chances for getting that kind of a situation at present, but I do know that the Queen and the taste of the entire royal household. Let me see. How are you in Greek?"

"First-rate."

"Probably you might get a situation as a writer of circus posters."

"I wouldn't like that."

"No? Well, how would you like to float down the river on a raft, spending your spare moments in the study of our current navigation, sand-bank philosophy and the whole-ome casuistry of ferry-men who charge double price when the water is low, because it is low, and double price when the water is high, because it is high?"

"You are making fun of me."

"Oh, no, my friend. I can not make anything of you. Here, Bill," calling a porter, "let in that other graduate and we'll give him a turn."

Arkansas Traveller.

The Safest Place on a Car.

It is a popular superstition that the center of the car is not only the safest part, but is also much the easier riding. One of the greatest trials of a Pullman conductor's life is the fact that about every passenger asks for a lower center berth the first thing, and is frequently indignant because it can not be had. If the center of a car rides any easier than the end, then our ears, built as solid and strong as they are, spring up and down in the middle precisely as does a buckboard. If they do not, why should it ride easier? For as safety, if you are in the rear of the car on a side train, and another train runs into the rear, you are liable to get hurt. In all other accidents you can conjure up as liable to occur, it is the safest. If a head collision there is nothing back of you to add force to the blow. If the car leaves the track and collides with a bridge or any obstruction, you have a side track it will not be in your end. If the train is thrown down an embankment, there is nothing to land on top of you. Then this location is the most pleasant. From it you can watch all the movements of your fellow-passengers, and a good way of passing the hours of a long tedious journey. If you are happy to catch a particularly fine view, you can, by turning in your seat or stopping to the door, take it all in. It is the safest part of a train it is in the last seat in the last car.—Elmira (N. Y.) News.

Christianity is protected as the State religion in Madagascar.

The best authorities place the number of Protestants at 350,000 and Roman Catholics at 35,000. Education is compulsory. One district alone makes a return of 100,000 pupils in the schools.

RELIGIOUS AND EDUCATIONAL.

How One Congressman Turned the Laugh on His Associate.

Dr. Burney, of Dakota, was certainly the greatest wag in the House of Representatives in his time. He was a conservative Republican and supported the President and his policy. A close neighbor of his on the floor was Mr. Williams, of Pittsburgh, a gentleman of extremely radical views. Mr. Williams was in the habit of talking to Burney of conservatives as dead-and-alive sort of men, and of the radicals as "the real wide-awake, snapping turtle party."

The Doctor one day bethought him of a joke, but only hinted just out to Mr. Williams that he'd better look out or that snapping turtle party would play the deuce with him. Next morning, while passing through the market, he saw a lot of turtles exposed for sale, among them a pugnacious snapper that seemed to be affording a great deal of amusement to a crowd of bystanders. His size was about that of the crown of a man's hat, but his grit was immense, and he jumped at everything that came in his way, whether a crowbar or a cornstalk. Burney immediately became his purchaser, and seizing him by the tail, put him in a basket and carried him to the Capitol. It was not yet eleven o'clock, and the hall was nearly empty, so he was enabled to carry out his project unobserved. He went directly to Williams's desk, found it unlocked, by good fortune, quietly lifted the lid and transferred the snapper from the basket to rumble and tumble among the foolscap and public documents. This gentleman, however, was not to be taken in so easily. He caught him by the tail, and narrowly missed his hand. It is not necessary to say that there was a big laugh at Williams's expense, at the termination of which Burney said to him, "I told you to look out for this damned snapping-turtle party, as you call it. It is a dangerous crowd!"—Ben Perley Moore.

Fashions in Grave Yards.

Fashion is potent even in the graveyard. A marble dealer at Rutland, Vt., is quoted as saying that fashions in graveyards are more arbitrary than almost any others. "There is a constant changing," he says, "and we are all the time trying to get up something new, as if we were milliners—there is a constant demand for it. Something that is 'taking' in the shape of a monument will become the fashion, and then go, and sometimes come and go again, just as a certain kind of bonnet might, and just as arbitrarily and arbitrarily so far as you could see. But there is some reason for it. You see, the great bulk of marble goes to small country cemeteries—the proportion of graveyards in all the large grounds is comparatively small, when you come to think about it—and a dozen monuments just alike make a good deal of a show in the small cemeteries. So one kind of monument comes in, people like it, and others are bought, the cemetery fills up with them, and they grow monotonous. Then somebody puts in one of another kind that is taking, and others like that follow, and so it goes; and it seems to us as if they all changed at once."—N. Y. Post.

Sarah Wouldn't.

There was a wedding tour in this direction the other day, and the happy couple were accompanied by three others. It was a sweet spectacle to see the four pairs promenading up Jefferson avenue with hands clasped and a taffy-like smile spread over every face, and hundreds of pedestrians stopped to gaze and admire. The porter of a wholesale house wasn't quite satisfied with what he could see, but stopped the last couple and inquired:

"Is it a case of love?"

"You bet!" replied the young man.

"Are they extremely happy?"

"Just a-bling over, sir."

"Well, don't you and this gal follow suit?"

"I'm perfectly willin', but Sarah kerlunks on me. I've asked her over twenty times to take me, but it's no go."

"Never! Never!" she finally said as she rolled her cud of gum to the other side for a moment. "When a man takes me to a circus and crawls under the canvas to kiss me, and then can't see the man with the lemons, nor the boy with the peanuts, I wouldn't hitch to him if I had to go out and set a bear trap to catch a partner!"—Detroit Free Press.

THE GENERAL MARKETS.

KANSAS CITY, June 22.

CATTLE—Shipping steers, \$4.25 to \$5.10.

Native cows, \$2.25 to \$3.00.

Butcher steers, \$4.00 to \$4.25.

HOGS—Good to choice heavy, \$3.75 to \$4.25.

Light, \$3.25 to \$3.50.

WHEAT—No. 2 red, \$0.75 to \$0.85.

No. 3 red, \$0.65 to \$0.75.

CORN—No. 2, \$0.30 to \$0.35.

OATS—No. 2, \$0.20 to \$0.25.

FLOR—No. 2, \$0.40 to \$0.45.

HAY—Large baled, \$8.00 to \$9.00.

BUTTER—Choice creamery, \$13 to \$16.

CHEESE—Full cream, \$8 to \$11.

PORK—Choice, \$6 to \$9.

SHOULDERS, \$4 to \$5.

SIDES, \$6 to \$8.

WOL—Missouri unwashed, \$13 to \$15.

POTATOES—Peaschblows, \$5 to \$6.

ST. LOUIS, June 22.

CATTLE—Shipping steers, \$4.00 to \$5.75.

Butcher steers, \$4.00 to \$5.00.

HOGS—Fair to choice, \$3.50 to \$4.15.

FLOR—Choice, \$4.00 to \$4.40.

WHEAT—No. 2 red, \$0.75 to \$0.85.

COIN—No. 2, \$0.30 to \$0.35.

FLOR—No. 2, \$0.40 to \$0.45.

BARLEY, \$0.50 to \$0.70.

PORK, \$10 to \$12.

GOTTON—Middling, \$9 to \$10.

CATTLE—Good to choice, \$4.00 to \$5.00.

HOGS—Packing and shipping, \$3.50 to \$4.00.

FLOR—Winter wheat, \$4.00 to \$4.25.

WHEAT—No. 2 red, \$0.75 to \$0.85.

COIN—No. 2 spring, \$0.30 to \$0.35.

OATS—No. 2, \$0.20 to \$0.25.

FLOR—No. 2, \$0.40 to \$0.45.

BARLEY, \$0.50 to \$0.70.

PORK, \$10 to \$12.

GOTTON—Middling, \$9 to \$10.

CATTLE—Exports, \$5.00 to \$6.25.

Good to choice, \$4.00 to \$5.00.

SHEEP—Common to good, \$2.00 to \$3.00.

FLOR—Good to choice, \$4.00 to \$4.25.

WHEAT—No. 2 red, \$0.75 to \$0.85.

COIN—No. 2, \$0.30 to \$0.35.

FLOR—No. 2, \$0.40 to \$0.45.

PORK, \$10 to \$12.

GOTTON—Middling, \$9 to \$10.

CATTLE—Exports, \$5.00 to \$6.25.

Good to choice, \$4.00 to \$5.00.

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FLOR—Good to choice, \$4.00 to \$4.25.

WHEAT—No. 2 red, \$0.75 to \$0.85.

COIN—No. 2, \$0.30 to \$0.35.

FLOR—No. 2, \$0.40 to \$0.45.

PORK, \$10 to \$12.

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